

### Commander's Corner

March-April, 2006

## There must be consequences...

I have been asked to repeat my comments at the Commander's Call for the benefit of those who were unable to attend. Those comments were made from a rough outline in my head, so I will try to recreate my message here. If it does not agree 100% with what those who were in attendance remember, then please allow me some leeway.

The discussion with the Unit Commanders was about expectations. My example of how expectations are critical was the story of a minister who started a children's sermon by saying "What is gray, has a fuzzy tail, and gathers nuts?". After the children looked at each other for a moment, one five year old raised her hand to say "Preacher, I know you want us to say Jesus, but it sure sounds like a squirrel to me." Clearly, expectations drive many of our responses to the world around us.

My expectations are simple. I expect every chartered unit in NC Wing to comply 100% with the Finance and Safety reporting required. For me, there can only be a zero tolerance on these two critical issues. If units fail to respond in a timely manner to these two requirements, then there must be consequences. Those consequences will include putting into place an administrative and logistical freeze for the unit and all its members. What does that mean? Well, it means that promotions from units on administrative freeze will be shelved. It means that requests for more radios, more vans, or rotation of Corporate Aircraft will have little or no priority at the Wing level. If the noncompliant situation continues long enough, it may lead to a de-charter of the unit.

No one in the room disagreed with this action. All of us are pretty tired of a few units keeping the rest of the Wing from reaching our full potential. For those experiencing difficulty complying, there are resources and means to get help. We have some of the best training in the Region available for the asking. Lt Col Lucy Davis is an expert with Quickbooks, and can quickly bring even the beginning novice up and running in short order. Lt Col Aaron Harper has the organizational skills to help your unit become as efficient as any Marine unit. All he needs to know is when and where you are willing to accept his help. The members who serve on Wing Staff are experienced and ready to help their unit counterparts excel in their respective fields. All they need is a willing contact and some of their valuable time.

The focus of our Commander's Call dealt with several important issues, which were discussed by each Wing Staff member. One of those presentations was from Major (professor) Tom Thornberg about recruitment and retention. The word for the day was "Important". We need to make new members feel they are important from the first minute they walk in. We must help them sort through the maze of CAP paperwork and regulations. I also insist my Wing Staff members make you as unit Commanders feel important. They serve very hard at the Wing level in order to provide the Units the means to excel. When the units do excel, the Wing looks better also. As your Wing Commander, I serve you. The NC Wing staff also serves you. You must take the yoke of good communication and move your units forward. Wing will provide whatever support you require. You are where the rubber meets the road in this organization. For that, we all salute you.

Thank you, Colonel Larry J. Ragland, CAP, NCWG/CC FINAL SALUTE ... Space will be provided in each issue of Carolina Wingspan to pay tribute to our Civil Air Patrol comrades who have moved on to a higher plain.

Please send details to the editor at: donpenven@nc.rr.com

# Former Civil Air Patrol submarine chaser dies Nathan "Bill" Morris still flying at age 98

January 06, 2006

**MARYLAND** – Former CAP submarine chaser and inventor Nathan "Bill" Morris died Dec. 29, 2005 at the Anne Arundel Medical Center in Annapolis, Md.

Morris started flying in 1938 and continued until his last solo flight in August 2005. According to the Federal Aviation Administration, he was one of the oldest pilots in the U.S. His pilot's license was just renewed in August.

When World War II broke out, the aviation industry was looking for ways to test components to be used in high altitude, fast bombers. Morris invented some test chambers that could test brakes, tires, electronics, gears, fittings and levers in high altitude conditions without having to leave the ground.

He wanted to be a military pilot, but the government felt he was needed more in his civilian job, so he joined CAP as a first lieutenant. He spent the war flying along the Atlantic coast looking for enemy submarines. Morris is noted for holding several patents in the refrigeration and heating field, but he is best known for inventing the first laboratory incubator used by Dr. Jonas Salk in developing his polio vaccine.

He also built an airpark and subdivision for recreational flyers on Kent Island off the coast of Maryland, accessible until that point only by ferry or small boat.

Vicki Terrinoni Public Affairs Assistant CAP National Headquarters

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Col. Ragland (L) introduces Maj. Jesse Collum and LtC Dominic Strug (R) who delivered the new Cessna 182T to NC Wing. Story on Page 15.

## NC Wing wins MER Safety Blitz

It is my great pleasure to announce that North Carolina Wing is the winner of the November 2005 MER Safety Blitz! Congratulations to Col Larry Ragland and 1Lt Daniel McCollum for a job well done. As promised, NCWG will receive \$500 from the MER/SE budget to use as they choose to improve the NCWG safety program.

Picking a winner was very tough because Virginia Wing and West Virginia also had excellent and highly competitive programs that were very, very close. In the end the NCWG discriminators were a more comprehensive implementation and substation of their ORM program, Wing safety goals for FY06 that were supported by a number of specific plan! ned actions to achieve them, and close adherence to the requirements of the Safety Blitz CONOPS.

The final rankings were as follows, and take into account how close each Wing followed the CONOPS and associated reporting and substantiation of the items accomplished.

- 1. North Carolina
- 2. Virginia
- 3. West Virginia
- 4. NATCAP
- 5. Delaware
- 6. South Carolina
- 7. Maryland

I want to personally thank all of the Wing Commanders and Directors of Safety for their great efforts in making this first Safety Blitz a success. I also want to thank the other two members of the selection team, **Maj Charles Cranford** (MER/DP and Assistant MER/SE) and **Lt Col Jay Langley** (MER/DCS Emergency Services). Their advise and support was essential in making the best selection among Wing Safety Blitz programs and results that proved to be very, very close.

Across the Region our reported membership participation (1,349 seniors and cadets) was good and there is every expectation it will only get better. While NCWG is the Nov05 winner, the May06 Safety Blitz is just around the corner and will provide all Wings another opportunity to improve on the past and enhance a culture of safe operations across the MER.

Lt Col E.G. "Hank" Hernandez, CAP!
MER Director of Safety
Safety First is not a box we check — it is The Way we Operate!
<a href="http://www.mer.cap.gov/safety/">http://www.mer.cap.gov/safety/</a>

### Response from Lt. Dan

Sir;

We thank you for selecting NC WIng as the November 2005 Safety Blitz winners. All credit is due to the squadron safety officers and squadron commanders that took on this mission. It is through the efforts of the units that the NC Wing has attained this honor. These women and men, seniors and cadets, have taken up the challenge to make this Wing the best trained and safest in CAP.

Many times they are doing the work behind the scenes to keep the membership safe. While they may not appear in the photos with the aircraft or ground team vehicles, they are there before the equipment moves and they are still working after everything is in the hangar or garage.

They are the best.

We will expand our efforts in safety to encompass every member in every unit, group, squadron, and flight. Thanks again.

### Response from Col. Ragland

Congratulations to the Wing. This is great, and more importantly, it means NCWG members are taking the safety message and mission very seriously. For that, I am very appreciative. Keep up he good work, and make Safety everyone's business. I want to express my sincere appreciation and congratulations to our Wing Safety Officer, 1Lt Dan McCollum. Please continue to support 1Lt McCollum in looking after our safety program.

Colonel Larry J. Ragland, CAP

NCWG/CC 919-417-0021

## **Ground Teams and Safety**

Too many times I forget that the Civil Air Patrol is so much more than just flying. While the airplanes and air crew may be the focus of our chartered name, the boots on the ground are equally important to our mission's success. The risks that the ground elements are exposed to are greater in some instances than the risks the airmen face.

Terrain, weather, fatigue, crash site hazards, and critters are elements that the ground team members have to be prepared to deal with anytime they are deployed. (I would also add getting lost as a hazard if I was wandering around in the woods. My wife has to keep a porch light when I'm cutting grass in the back yard grass, just in case.)

As we move into the warmer months, our ground team personnel, Cadets and Senior Members, pick up the pace of their training. The Wing is fortunate to have a strong cadre of Cadets and Senior Members that are not just good at this work, but expert at it. Many of our members have military, public safety, and law enforcement backgrounds and devote their time and efforts to building units of well-trained search teams is much needed and appreciated by the Wing.

As the weather warms, we won't be the only thing venturing out and about in the bush. Snakes come out of the winter hibernation during the Spring months. Here is what the NC Department of Wildlife and Natural Resources says about snakes:

"Of the 37 known species of snakes in North Carolina, six are poisonous — the copperhead (or highland moccasin), cottonmouth (or water moccasin), eastern diamondback rattlesnake, timber (or canebrake) rattlesnake, pigmy rattlesnake, and eastern coral snake.

Five of the venomous snakes are known as pit vipers. "Pit" describes the heat-sensitive organ, located between the eyes and nostrils, that enables the snake to locate, aim, and strike at warm-blooded prey. The five North Carolina vipers include the two moccasins (the copperhead and cottonmouth) and the three rattlesnakes. The pit vipers are recognizable by their large, triangular or diamond shaped head and vertically elliptical pupils.

North Carolina's other venomous snake, the eastern coral snake, is a member of the Elapidae family, which includes the deadly cobras and kraits. These beautiful snakes, distinguished by bright red, yellow and black rings around the body, are the most toxic of North Carolina's poisonous snakes. Coral snakes occur in the southeastern region of the state, but are rare.

The copperhead, a moderately large, stout-bodied snake with a pattern of hourglass-shaped crossbars on its body, is responsible for the majority of snakebites in North Carolina. It is, however, not an aggressive snake and does not bite unless disturbed or provoked. Copperheads can be found in a variety of habitats across the state including coastal flatwoods, pocosins (densely vegetated areas), and wooded slopes up to 3,000 feet elevation.

The cottonmouth, so named because of the white lining on the inside of their mouth, lives in and near water bodies in North Carolina. This highly poisonous snake is the only poisonous water snake in the United States. They are among the most abundant snakes in the coastal plain.

North Carolina's three rattlesnakes can be easily recognized by the distinctive rattle at the end of their tail. When threatened, rattlers shake their tail at about 100 times per second, resulting in a buzzing noise. Surprisingly, the snakes do not hear their own warning signal because they are unable to detect airborne sounds. When disturbed, the snake will rattle but they have been known to bite first.

The eastern diamondback rattlesnake is the largest snake in the United States; adults average six to eight feet in length. Found in the southeastern corner of the state, the diamondback prefers brushy fields bordered by forests, pine flatwoods, and drier pocosins. Because of its aggressive nature, it is considered the most dangerous snake in the Southeast; it is, however, rare in North Carolina.

The large, heavy-bodied timber (or canebrake) rattlesnake can be found throughout most of the state in habitats ranging from rocky hillsides to river valleys. The timber rattlers of the piedmont and coastal plain are usually larger and lighter in color than those inhabiting mountain areas.

... Continued from Page 4

The pigmy rattlesnake is the smallest and least dangerous of North Carolina's poisonous snakes. Rarely exceeding two feet in length, this small, slender snake occurs in the southern and eastern regions of the state. They can frequently be found around cypress ponds or other bodies of water.

North Carolina holds the unfortunate title of the state with the highest incidence of poisonous snakebites. Fatal snakebites in North Carolina, however, are rare (with proper medical treatment). In fact, there is a greater chance of death from

lightning strike or an allergic reaction to a bee sting than from snakebite."

Source : North Carolina Department of Wildlife and Natural Resources Here is a photo of an Eastern Diamondback Rattlesnake found near

Turkey Creek in the Burgaw, NC area. This lad came in at 9'-1" long.

Watch your six.....

Lt. Dan McCullom

NC Wing Safety Officer



## **New Group Two Commander appointed**

Congratulations to Captain Toby Wall on his appointment as the new Commander of Group Two, NC Wing. Captain Wall is stepping down as the Squadron Commander of the Franklin County Composite Squadron. He is a mission pilot, a dedicated volunteer, and has demonstrated the highest character and strong commitment to Civil Air Patrol. Help me welcome Captain Wall in this new leadership position in this Wing. I am confident he will do us all proud.

Colonel Larry J. Ragland, CAP NCWG/CC 919-417-0021

## New commander for Franklin Co.

Please join me in congratulating Capt. Shelly Chalmers as the new Squadron Commander for NC-145. Shelly has a proven track record of leadership, professionalism, and a can do attitude. She has demonstrated these qualities at the local squadron, group, as well as during wing activities and missions. She is a Ground Team Leader and holds a Senior rating in Administration. Your support to her in this new opportunity will continue the fine tradition of outstanding leadership in the NC Wing.

She may be reached at the following:

Shelly Chalmers, Capt., CAP <u>sjchalmers@earthlink.net</u>
Best Regards,

Toby Wall, Capt.,CAP NC-002 GII CC

## **Everyday Hero returns to NC Wing**

#### Member profile of Lt. Col. Jayson Altieri, CAP, NC-007

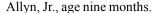
US Army Major Jayson Altieri began his CAP career as a cadet with the Roanoke Sqdn., VA Wing, in January of 1979. He participated in many events while working his way up to the rank of Cadet Lt. Colonel including the VA Wing Solo encampment and the 1984 IACE program when he travelled to Singapore. He became a senior member when he enlisted in the Army and credits the influence of Lt, Col. John Jackson, 1Lt. Doug Russell, Capt. Melva Blake and Capt. Otto Hartenstine of the VA Wing for his later success as an Army officer.

Maj. Altieri began his military service as an enlisted soldier in the 101st Airborne in 1984. In 1989 he graduated from Norwich University's Military College of Vermont with a BA in criminal justice. He has served as a staff officer, platoon leader and company commander of vatious Army aviation assignments with the 82nd. Airborne Division and with units in Ecuador, Korea, and the panama Canal Zone. He attended the US Air Force's Air Command and Staff College in 2003 and School of Advanced Air and Space Studies earning master's degress from both programs, which were given at Maxwell AFB in Alabama.

He deployed to Iraq in 2005 where he served as operations officer for the 1st Battalion, 159th Aviation Regiment and as operational planner with the Multi-Natiional Corps - based at Camp Victory, Bagdad. Maj. Altieri is rated in the OH-58, UH-1 and UH-60 helicopters and is a Senior Army Aviator with more than 2,000 hours. His awards and decorations include the Meritotious Service Medal with Oak Leaf Cluster, The Air Medal, Joint Service Commendation Medal, and the Army Commendation Medal with four Oak Leaf Clusters. He is currently stationed at Ft. Bragg.

Throughout his military career, Maj. Altieri has maintained his CAP membership. His CAP awards include the Exceptional Service Medal, Commander's Commendation Medal, and the Level V Leadership Award. Additionally, he was selected as the 2003 CAP National Public Affairs Officer of the Year. He is a CAP Senior pilot with more than 2000 hours, and he served in or with a number of Wings and Squadrons including Alabama, Georgia, Kentucky, North Carolina, Virginia, Vermont and overseas (Howard Cadet Squadron, Panama Canal Zone). His current qualifications include SAR/CD Pilot, Cadet Orientation Pilot, and Ground Team Leader. He also holds a Master Rating in Cadet Programs.

Maj. Altieri is currently a member of the Fayettevile Composite Squadron, which he joined in 1992. He is married to the former Shelle Elizabeth Wheless of Raleigh, North Carolina. They have a daughter, Isabelle Grayce, age three, and a son, Jayson









## Iraq veteran presents battle flag to NC-048

**Raleigh, NC** - US Army Maj. Jayson Altieri made a formal presentation of a US flag that was carried on board an attack helicopter during a mission in Iraq. Maj. Altieri, a Lt. Colonel in CAP, is a member of the Fayetteville Composite Squadron (see story on Page 6).

Maj. Altieri had mailed the flag to the Raleigh-Wake Composite Squadron in November of last year and squadron commander, Capt. Ray Walters, decided to wait until Maj. Altieri returned in order to present the flag to the squadron's cadets.



Lt. Col Aaron Harper (R) introduces Maj. Jayson Altieri (USA)



Maj. Altieri presents battle flag to C/2nd. Lt. Derek Herchko, cadet commander, NC-048

Lt. Col Aaron Harper, NC Legislative Squadron, was on hand to introduce Maj. Altieri and to serve as master of ceremonies.

Maj. Altieri had included a certificate of authenticity and a personal letter with the flag. The letter began:

#### Dear Friends,

Please accept this United States flag and Ceritificate of Authenticity from the officers and soldiers of the 1st Battalion, 159th Aviation Regiment. This banner was flown during a combat mission over Iraq in honor of the men and women who serve the Civil Air Patrol.

Your dedication to the defense of the United States is legendary. Although your service is limited to the home front, please remember the words of the English poet John Milton who said, "He also serves who only stands and waits."

With my deepest regards, Jayson A. Altieri, Major, US Army



Maj. Al Therriault, deputy commander for Cadets greets Maj. Altieri

**Certificate of Authenticity** to certify that this American flag was flown for the Raleigh-Wake Composite Squadron, Civil Air Patrol by the aircrew of Army UH-60 Light Horse 25 on 19 April 2005 over the country of Iraq during a combat mission. As this flag flew, it symbolized the soverign power of the United States of America and the unshakeable resolve to keep our country safe.

Jayson A. Altieri

Major, USA

Multinational Corps - Iraq

## ES Missions explained: Insured or not

The following is a summary from SCWG, with regards to a recent ELT search in a MER wing - that was not conducted as an AFRCC assigned mission. Expect a formal memorandum from NCWG/DOS and the NC Division of CC&PS regarding the specifics as they apply to NCWG missions under state authority, which is a good summary of what to expect for missions that would normally be considered "Federal" - and others (Corporate). Keep in mind that this is a summary only. CAPR 60-1, CAPR 60-3 and other pertinent directives apply and are authoritative.

Recently an e-mail came down the pipe from Middle East Region and AFRCC regarding what constitutes a mission that's covered by FECA/FTCA (federal) insurance. More than one aspect was covered and clarified, but rather than repeat the whole scenario, here's some things you should know.

For flights, an "A" mission symbol means that the flight is USAF approved and funded, and federal insurance applies. For example, A1 search missions, A2 disaster relief missions, A15 cadet orientation flights.

A "B" mission symbol means that the flight is USAF approved, but not funded by appropriated funds. Federal insurance applies, but the source of the funding will come from somewhere else if indeed it's funded at all. A good example is B12 mission pilot proficiency, which is funded by the member. Other B missions could include support to state agencies where the funding will come through the state, but the federal government will cover us insurance wise.

A "C" mission symbol means that the mission is a CAP corporate mission and covered by CAP insurance. C17 flying is a good example. Support to state agencies could also be a C mission.

In the scenario provided, a local CAP unit was contacted by airport officials about an ELT going off that they couldn't find. The unit was given an incident number like 06-I-0107 (think I for incident) and they went out, located, and silenced the ELT. In this event, they were not covered by federal insurance, because a mission number was not given by AFRCC (like 06-M-0107 - think "M" for "mission").

The proper way to respond to a request for assistance is to get in touch with a CAP incident commander and let them advise you. In this case, the IC could have contacted AFRCC, told them about the situation, and in all likelihood gotten an A1 mission and mission number. In .... Carolina Wing, we don't respond to missions that haven't come through the chain of command. If you know of an ELT or a potential mission, notify someone in a position of authority - the ES staff can almost always get you a mission number if the situation calls for it.

Now if you're having your squadron meeting at the airport and you hear an ELT go off on your radio, there's nothing to prevent you from tracking it down and helping the airport folks silence it. No problem being a good neighbor, but you'd be doing it at your own risk.

\_\_\_\_\_

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing
Interim Commander, Piedmont Group, North Carolina Wing

N7 IS

Raleigh-Wake Cadets inspect new Cessna 182T

## **Carolina Wingtips**

#### New Wing personnel officer

We now have a new wing personnel officer - Lt Col John Smoot. Lt Col Smoot brings a good depth of experience to the wing staff.

During his 17 years in CAP, he served at region level from 2003 to 2005 on the staff of the Middle East Region Staff College; from 1998 to 2003 at wing level both as Director of Aerospace Education and as the External AE Officer; and in 2005 he joined Group 2 staff as the AEO. During his initial assignments in CAP, Col Smoot served from 1996 to 1998 as the Squadron Commander of NC119, and as the AEO in NC119 from 1993 to 1998.

Col Smoot achieved his Garber Award in 2005, and while he just enrolled in the 200 (personnel) specialty track, he plans to continue as the Group 2 AEO as an additional duty to Wing Personnel Officer.

Effective immediately, please send all personnel actions to Col Smoot at cap\_dp@yahoo.com.

Please welcome Lt Col John Smoot back to wing staff, and be patient as he settles in to his new responsibilities as NC Wing Personnel Officer.

Thank you for volunteering your time and service [from a new perspective] to the NC Wing, Col Smoot! Lt Col Roy Douglass, CAP NC Wing Chief of Staff

#### Rental rates for CAP aircraft

All CAP Pilots;

Beginning March 1, 2006 the hourly rates for aircraft of the North Carolina Wing will be in accordance with CAP Regulation 173-3. That is, \$30.00 per tach hour for all of our Cessna 172s and \$62.00 for the 182RGs. The Cessna 182T will be \$41.00. Sal Tripoli, Capt, CAP

NCWG/DO

#### Apex cadets receive Unit Citation

I want to extend my heartiest congratulations on behalf of the entire Wing to the Apex Cadet Squadron for receiving the Unit Citation Award attached. This is the second time this squadron has shown this type of excellence in all they do, and earned this prestigious award. The members of this Squadron are indeed a credit to NC Wing and deserve all our praise and respect. Well done Apex.

Colonel Larry J. Ragland, CAP NCWG/CC 919-417-0021

#### National Conference on Aviation and Space Education (NCASE) -

- · Crystal Gateway Marriott,
- Arlington, VA October 19-22, 2006.
- DAEs and AEOs attend and network with AEMs in your region and share ideas.
- Homeschoolers attend and find out what CAP can offer you for your curriculum.

Check out <u>www.ncase.info</u> for more information.

Major Harkness DAE

Overheard at my local 'drome this [superbowl] weekend: *N465*: Ground, N465 at Pacific Aviation, VFR to the west with Victor, ready for taxi, we're going to need a progressive, please. *Ground:* N465, roger. Alpha three, right Bravo, hold short 27 Right.

[short pause]

Unknown: Hike!

### Special promotion and award ceremony highlights meeting

Fayetteville – On Thursday night, January 26, 2006, Colonel Larry Ragland, North Carolina Wing Commander was present to promote Capt. William Graham to major. During the auspicious ceremony Colonel Ragland recognized Major Graham's long standing volunteer service to the Civil Air Patrol. Colonel Ragland also promoted senior members Jo Ann and George Mason to Second Lieutenant. Both lieutenants received their Yeager Aerospace awards.

Major Graham joined the Civil Air Patrol in 1969 after serving in the US Air Force. He attained Captain's rank in 1979. He recently met all the promotion requirements by completing the Corporate Learning Course held at Fayetteville.



Major Graham currently serves the squadron as the financial officer. Cadets and senior members alike consistently line up following meetings in order to obtain CAP uniform items from Major Graham.

Senior members and cadets have come and gone over the years at Fayetteville Composite Squadron, but Major Graham has been present since 1969. Major Graham has watched cadets not only grow and advance through the cadet ranks, but mentored a few as they continued to serve as senior members and as members of the US military.

#### 1st Lt. Mark Henderson

Public Affairs Officer Fayetteville Composite Squadron North Carolina Wing

#### FORWARD SLIPS, SIDESLIPS

Of all the maneuvers a student pilot must learn before soloing, how and when to slip an airplane can be the most mysterious and counterintuitive. Both the "forward slip to a landing," a flight-test task for private pilot applicants that is used to lose altitude as an alternative to flap extension, and the "sideslip," a technique for drift control when landing in a crosswind, are extremely useful skills. Both are performed with so-called crossed controls, meaning that yaw is intentionally applied against a lowered wing to achieve the desired result. At times, as the PTS task notes, the two maneuvers can even be combined.

In performing the forward slip to lose altitude on final approach, the pilot lowers a wing with aileron and feeds in opposite rudder to prevent the aircraft from turning away from the approach course. The airplane's longitudinal axis is now positioned at an angle to its flight path, which increases drag and creates a higher descent rate on the approach. Power settings can vary depending on the descent rate needed, but high power would inhibit the descent. The slip is discontinued during the roundout before touchdown, or when the desired glidepath is reached. Manufacturers of some aircraft limit the performance of slips with flap extensions—see your pilot's operating handbook. Also read Budd Davisson's January 2003 AOPA Flight Training feature "Slippery Slope."

"Sideslipping" to handle a crosswind on final approach also requires holding a wing low and opposite rudder—but there is an important difference. The aircraft's longitudinal axis is kept aligned with the extended runway centerline. The aircraft flies in a slipping turn toward the lowered wing, but the crosswind and the turn neutralize each other. This effect keeps the aircraft on the final approach course. It's an elegant balancing act that showcases a pilot's "touch." The control inputs are adjusted as wind speed and direction change, but the crossed control inputs are held right to touchdown. See the illustrated feature article "Wing Low, Opposite Rudder" in the October 2004 AOPA Flight Training.

Reviewing now: Perform a forward slip to lose more altitude on final. Sideslip to handle a crosswind. Small control inputs will yield big results. Now you are really flying!

Reprinted with permission from AOPA E-Pilot Training Tips.

## 20-year member retires from Coastal Base 21

#### Lt Col Duke ends distinguished career with CAP

By: 1st Lt. Don Penven with Capt. Linda Eldredge

Lt Col Clinton H. Duke retired from Civil Air Patrol after 20 years of excellent service to the organization. He first joined CAP on October 15, 1985, at the Burlington-Camden Composite Squadron in New Jersey, where he spent the majority of his time in CAP. During those years he served as Squadron Commander, Group Inspector, Safety Officer and Inspector of Group 225, Group Commander Group 225, and Wing Safety Officer. In 2002 he moved with his wife to New Bern, NC, and transferred to Coastal Patrol Base 21, where he has been the Professional Development Officer for the past three years.

Prior to CAP service, Lt Col Duke served 24 years in the U.S. Navy, rising from E-1 to O-3 at retirement. He was an aircrewman who specialized in Anti-submarine warfare and acoustic and electronic intelligence.

After retirement from the Navy he worked in the civilian sector as an engineer for TRACOR, VITRO and MGR.



Lt Col Wes Surratt (Right) presents Certificate of Appreciation to Lt Col Duke.

Capt. Linda Eldredge of CPB21stated, "Lt Col Duke is a private pilot who has served as mission scanner, mission observer and mission pilot, and he is qualified in several types of aircraft."

"We appreciate all the fine work Lt Col Duke has done for CAP and CPB21, and wish him all the best in his next endeavors," Capt. Eldredge said.

## ARCHER operators needed

North Carolina Wing has submitted a proposal to Middle East Region to be the host wing for a new Gippsland GA-8 aircraft. This aircraft is equipped with the new ARCHER hyper-spectral imaging system that allows us to enhance our visual searching capabilities dramatically. The ARCHER system can detect "out of the ordinary" objects on the ground (anything that doesn't really match the surroundings). It can also be "programmed" with a specific visual signature to detect - like that of an aircraft fuselage of a particular color. Both the GA-8 and the ARCHER system are exciting new possibilities for North Carolina Wing, but we've got to step forward and seize the opportunity.

MER is asking for us to identify personnel with technical training and proficiency that would be good candidates for ARCHER training. At the moment we are <u>not</u> looking for mission pilots, but rather potential operators of the ARCHER system. If you are someone who can understand the physics of the process involved in hyper-spectral imaging, I request that you contact me expressing your interest, and go online and take the Archer Screening Course and Exam as soon as possible.

The on-line training material can be viewed at <a href="https://tests.cap.af.mil/ops/archer\_training/archer\_hsi\_tech/index..cfm">https://tests.cap.af.mil/ops/archer\_hsi\_tech/index..cfm</a>. The test follows the training material or can be accessed directly at <a href="https://tests.cap.af.mil/ops/archer\_training/arch

**Do not try to take the test without going through the training material.** You can only take the test **once**, and you have a **two hour time limit** once you begin. Having taken the test I can assure you that you will not pass the test unless you go through the training material, have a basic understanding of physics, particularly the electromagnetic spectrum, and can use reasoning to determine the most correct answer to the questions asked. This course and exam are unlike any you will see in CAP - you must know the material thoroughly in order to be successful on the exam.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

# Cadet "O" ride turns into ELT Search and Find

Captain Rich London (NC-137), Cadet Airman Michael Tyree and Cadet Airman Tucker Lyle (both from NC-111) departed Monroe Regional Airport (EQY) in Monroe, NC to conduct two CAP Cadet O-rides. Cadet Lyle was in the front seat first and experienced an enjoyable syllabus 7 O-ride. Captain London landed at Concord Regional Airport (JQF) where Cadet Lyle was to be picked up by his father, Senior Member Gregory Lyle, and Cadet Tyree was to ride in the front seat for his first O-ride.

Immediately after Cadet Lyle and his father left by car, Captain London and Cadet Tyree prepared to take off for the second O-ride of the day. When switching to ground control on the radio Captain London thought he heard an ELT signal bleeding through on the frequency. He switched the radio to 121.5 and clearly heard an ELT tone. Captain London shut down the plane and notified the tower using his handheld radio. The tower did not have any report of an ELT, but after checking 121.5 they confirmed Captain London's observation.

After notifying his Squadron Commander, Captain London and Cadet Tyree proceeded to walk the flight line and hanger area using the handheld radio as a direction finder to locate the offending aircraft. Cadet Tyree received first hand training on direction finding and electronic search techniques. He kept mentioning to Captain London how his squadron had just discussed these techniques at a recent training session and how exciting it was to see them in use.

The CAP "team" was joined by someone from the FBO and the three of them searched together. In less than 60 minutes from the ELT first being reported by Captain London, a Cessna 172 in the wash bay between the hangers was found to be the cause of the signal. The ELT was immediately silenced and Captain Tom Schick, NC-137's Squadron Commander, was notified.

Cadet Tyree did not get a chance to have his O-ride that day, but he was able to participate in his first mission and earn a Find in the process.

Captain Rich London, CAP Mission Pilot, Cadet Orientation Pilot South Piedmont Senior Squadron, NC-137



Left to Right, Captain Rich London, Cadet Airman Tucker Lyle and Cadet Airman Michael Tyree.



# Golden Eagles embark on refueling flight

In the last issue of Carolina Wingspan we published an article covering the adventures of our very own Golden Eagles Sqdn., NC-142. This photo was separated from the article and is offered now. To the members of NC-142, "Sorry 'bout that."

DP

# Boone Sqdn. honors NCNG at special ceremony

The 1451st (-) Transportation Company of Boone, NC is being activated to duty in Operation Iraqi Freedom. An official ceremony to honor the North Carolina National Guard transportation unit was held today, 29 January 2006 in the Watauga High School gymnasium. 80 members of the Unit sat before a crowded gymnasium of family, friends, and local residents as honorary speakers shared their hopes, prayers, and commendations for the Unit. Civil Air Patrol volunteers of the Boone Composite Squadron provided support to the event through parking control and event clean-up. All members of the North Carolina National Guard shared their praise for the Civil Air Patrol support at the event.

The day was not about CAP, it was about those citizen soldiers that will be travelling to Iraq to support Operation Iraqi Freedom. The members of the Boone Composite Squadron want to share their support and prayers for the families and brave soldiers of the 1451st. I encourage the entire Wing to join us and commend our very own citizen soldiers.

Best Regards, Seth Norris, 1Lt, CAP NC153/CC

# **Change of command for Group 3**

Major Terry Newell has requested to be relieved of command of Group 3. Major Newell has served with distinction and professionalism. On behalf of the Wing and Group 3, I want to thank him for serving in this important position at a time of transition and change. His service will always be appreciated.

Lt Col Gerald West has agreed to being appointed the next Group 3 Commander. Lt Col West is a long time member with a great deal of experience and a determined attitude to accomplish our missions in CAP. There will be a Change of Command ceremony at NC Wing Headquarters during the Wing Commander's Call on 11 February 2006. Please come and support Lt Col West in the new challenges that await him.

Thank you, Colonel Larry J. Ragland, CAP NCWG/CC 919-417-0021

## Region staff college coming in June

Attention all CAP officers who need region staff college for progression in the senior member training program:

Now is the time to begin coordinating car or vanpools to travel up to Westminster, MD. This college may well prove to be the highlight of your CAP professional development training! Check around your unit or group to see recent graduates, and to hear more about the college activities. This is a premier CAP training activity you really shouldn't miss!

Unit commanders, please ensure that this information is provided to and reviewed by all of your officers who can be qualified for Region Staff College before June. A request for waiver of the qualifications can be submitted IAW CAPR 50-17, but they should be prepared and sent well in advance THROUGH CHANNELS to MER/CC.

Contact Lt Col Tom Weber, NCWG PD, or me with questions regarding this senior member training opportunity.

Lt Col Roy Douglass, CAP NC Wing Chief of Staff

## **Local Mt. Airy Teen Promoted**

Mt Airy, NC – At a presentation on Tuesday night, the Mayor of Mt. Airy, Jack A. Loftis, presented the General Billy Mitchell Award and promoted Cadet Daniel Casstevens, Mt Airy, NC, to the rank of cadet second lieutenant. He is the first member of this squadron to earn this award. He is a junior at Mount Airy High School and is the son of Chester and Mary Casstevens of Dobson, NC.

He loves Mount Airy Grantie Bear Football and plans to make the best of his last year. Daniel is also currently working towards earning his private pilots license and is a part time employee of Boyette Aviation. Casstevens is an active member of the Mt Airy Squadron, Civil Air Patrol located at Mt. Airy Airport. Casstevens current duty assignment is Cadet Commander.

The General Billy Mitchell Award has existed since 1964. This award honors the late Brigadier General Billy Mitchell, aviation pioneer, advocate, and staunch supporter of an independent Air Force for America.

The Mount Airy Cadet Squadron is currently on a recruiting drive for young teens ages 12-18. The teens will be trained and certified in search and rescue operations. Along with disaster relief missions and aerospace education. The training will start off with CPR and First Aid certifications on the 25<sup>th</sup> of Feb. However the cadet must attend at least 2 meetings before they can attend these activities. We meet every Tuesday at 6:30-9:00 at Mount Airy Airport.

Major Norman Noah



L-R: Lt Col Jim Carr, Mayor Loftis, Capt. Dan Snyder, CC Mt. Airy Sqdn.



Lt Col Jim Car (left) and Capt Dan Snyder (right) promoting Cadet 2ndLt Daniel Casstevens

# **Change of Command Ceremony at Mt Airy**

Mt Airy, NC – At a ceremony on Tuesday night, the Group 1 Commander Lt Col Jim Carr presided over the change of command of the Mt Airy Cadet Squadron. Lt Col Norman Noah, Jr. accepted command of the Cadet Squadron from Capt Dan Snyder during the ceremony. Mayor of Mt. Airy, Jack A Loftis, was present with nearly a dozen new prospective cadets and several prospective adult members.

After the ceremony Lt Col Jim Carr spoke to the audience about Civil Air Patrol and welcomed the prospective members to the squadron.

## NC Wing gets new Cessna 182T

NC Wing commander, Col. Larry J. Ragland expressed his thanks to wing check pilots Lt. Col. Dominic Strug and Maj. Jesse Collum for delivering a new Cessna 182T Nav III aircraft from the Cessna factory in Kansas. The two pilots attended a weeklong training program on the use of the G1000 glass cockpit, and then flew the aircraft to Raleigh-Durham International Airport. Lt. Col. Strug presented the keys to the airplane to Col. Ragland, who in turn handed over the keys to Capt. Ray Walters, commander of the Raleigh-Wake Composite Squadron.

Col. Ragland addressed the large crowd of CAP members, family members and guests. He remarked that receiving this aircraft was a major step forward for the NC Wing. "This airplane represents the kind of technology we need when we face the next hurricane season, and the on-going calls to locate emergency location transmitters (ELTS)." This is the first G-1000 equipped aircraft in the NC Wing and it is equipped with the Becker automatic direction finding radio. When called upon for disaster assistance, and homeland security missions, Col. Ragland said that the soon-to-be installed Satellite Digital Information System (SDIS) is a big step in the Wing's march toward the most up to date, high-resolution photography technology.

Another important point made by Col. Ragland was that we are seeing our cadets moving on to the military academies and national aviation training centers such as Embry-Riddle Aviation University. "Our cadets can benefit from the kind of training we can now offer with this airplane, because this is the same technology they will be using in their future aviation careers," Col. Ragland said.

Raleigh-Wake commander, Capt. Ray Walters said that the squadron has already begun training for Wing check pilots on G-1000 operation. Capt. Sal Tripoli is teaching this phase of the program and Lt. Col. Strug and Maj. Collum expect to begin checking out pilots who have completed the G-1000 course.

Photos and story by 1st Lt. Don Penven



New G1000 Glass Cockpit

Col. Larry Ragland gives keys to new aircraft to Capt. Ray Walters, CC NC048



# 2006 Middle East Region Conference and Banquet

## **Location: Sheraton Park South**

9901 Midlothian Turnpike (Bon Air) Richmond, Virginia 23235

Registration information and directions for MER Conference 28-30 April 2006 are on MER website: www.mer.cap.gov

# YOUR REGISTRATION MUST BE RECEIVED BY NATIONAL HQ ON OR BEFORE APRIL 8<sup>TH</sup>. Any registrations for the Conference and/or Banquet received after the cut-off date of April 8<sup>th</sup> will not be honored.

## New cadet commander for Winston-Salem

**Winston Salem, NC** – At a recent ceremony in Winston Salem nearly 20 cadets and 50 adults attended the change of command ceremony for Cadet Commander. Cadet 2ndLt Paul Ludwig accepted command of the Cadet Squadron from Cadet Captain Amie Kaufmann who has commanded the squadron for the last year.

Paul is the oldest of seven brothers and sisters ranging in age from 6 months to 17. His parents Frank and Mary also attended the ceremony.

He is home schooled and has lettered twice in Cross Country for the Forsyth County Home Educator's team. His hobbies include Archery and Fencing. Paul is considering attending Wake Forest University or Patrick Henry College in the fall. When he is done with college he hopes to go into a career in law enforcement, specifically a federal marshal.

Maj. Norman Noah





# OFFICE OF THE NATIONAL COMMANDER NATIONAL HEADQUARTERS CIVIL AIR PATROL UNITED STATES AIR FORCE AUXILIARY MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

9 February 2006

#### MEMORANDUM FOR ALL NATIONAL BOARD MEMBERS

SUBJECT: Standardization of CAP's Advanced Technology Assets

- 1. CAP is rapidly becoming recognized as a national leader in advanced technology for aerial search and rescue, disaster relief, and homeland security applications. The Satellite Digital Imaging System (SDIS) and Hyperspectral Imaging (HSI) System are two prime examples of technologies in high demand by federal, state, and local agencies.
- 2. One of CAP's significant strengths is being able to deliver this kind of technology whenever and wherever needed. This means CAP may need to quickly reposition assets from one part of the country to another. These assets will need to be flown/operated by not only the crew who delivered it to the mission location but also by locally trained crews.
- 3. The key to success in this type of environment is standardization. This means standardization of training as well as equipment. Standardized SDIS training for CAP instructors has been accomplished and intensive four-day training courses for over one hundred thirty ARCHER operators are currently in progress. The other equally important piece in the standardization equation is equipment. All of CAP's advanced technology equipment must be standardized if we expect to be able to maximize its use on missions all across the country. Therefore, CAP members will NOT alter, separate, or use for other purposes advanced technology equipment or deviate from approved installation procedures in any way. This includes both hardware and software. In addition, only fully qualified ARCHER operators who have successfully completed the four-day ARCHER training course arranged by NHQ are allowed to operate or install/uninstall any ARCHER equipment. Recommendations for upgrades/changes to any advanced technology equipment must be submitted through the chain of command to HQ CAP/DO and the Advanced Technology Group.
- 4. I thank you for your interest and support of CAP's new technologies. These capabilities are in high demand by Federal, state, and local agencies. CAP is being watched very carefully and now is the time to show these agencies how professional of an organization we truly are. Our organization's future depends on how well we perform missions using this new high-tech equipment. I need your personal commitment to ensure standardization of both training and equipment so we can maximize employment of this technology nationwide...it is critical to CAP's future success.

ANTONIO J. PINEDA

Major General, CAP

Commander

## Cadets train at NCANG base

Eighty-six (86) Cadets and Senior Members from eighteen (18) squadrons of the NC Wing of the Civil Air Patrol assembled in the afternoon of Friday Feb. 3rd. 2006 at the Air National Guard Base near the little town of New London N.C. The purpose was for training of cadets/ basic through C/Col.

Our Host was the USAF Civil Engineering Squadron (145th. CES-RTC) and The Stanley Co. Composite Squadron CAP (NC-168). The CAP Sqdn. Commander M/Sgt. Janice Petross is also a member of the NCANG. Capt. Brandon Parks served as our commander and did most of the work putting this two-day training school together. 1/Lt. John Gobble served as deputy commander and was of great assistance.

The programs consisted of four (4) flights. Phase I, - Aerospace ED- Honor Guard-Emergency Service, each with a Cadet Officer and a Flight Sergeant who instructed the classes. It was Cadets teaching Cadets.

It was leadership at it's best. It was their program and they set it up. It was this PAO'S honor to escort several NCANG members, as they wanted to observe the training. Their comments: Amazing, I thought the CAP was a bunch of retired old men. We'll sign them up right now. The discipline is amazing. They are already trained. They were so impressed that they brought in a recruiter and he spoke for about 1/2 hour. We were invited to come back anytime.

I want to thank the NCANG for its hospitality and the use of their facilities. They furnished us with lodging, food, class-rooms and tours of their base and equipment. I especially want to thank M/Sgt. Rowe, T/Sgt.Huffstetler and S/Sgt. Phillips for their assistance. If we had a problem they fixed it.

T/Sgt. Huffstetler addressed each flight and praised them for their commitment and told them that they were already serving our country and he thanked them for their volunteer service.

Even though, the weather turned bad and we only got in a couple of O flights. It was a successful and great weekend.



Capt. James P. Williams Information officer

#### Editor's note...

If your squadron isn't mentioned in this issue, it's because of one of the following;

- 1. Your squadron didn't do anything worth mentioning, or
- 2. Your squadron did do something worth mentioning but no one reported it to us.

You...yes you, the one reading this. Look around. Something must be happening that the rest of us would be interested in learning about. Let's here from you.

1st Lt Don Penven donpenven@nc.rr.com

## **Girls and Drugs Statistics**

NOTE: The material provided below is from the Office of Safe and Drug-Free Schools, US Department of Education. It is for informational purposes only. The opinions expressed herein may not always reflect the views of the Office of Safe and Drug-Free Schools or the US Department of Education, nor do they imply an endorsement. We hope that you find this information to be useful in your work with the prevention community.

 $\hbox{``NATIONAL YOUTH ANTI-DRUG MEDIA CAMPAIGN-GIRLS HAVE CAUGHT UP WITH BOYS IN USE OF ILLICIT SUBSTANCES AND ALCOHOL"$ 

Despite commonly held beliefs that boys are at higher risk for using illegal substances, recent data indicate that girls have caught up with boys in illicit drug and alcohol use and have actually surpassed boys in cigarette use. More girls are also starting to use illicit substances than boys. And your help is needed to raise awareness among parents in your community. Although substance use among teens has shown steady declines in the past few years, the National Youth Anti-Drug Media Campaign is urging parents to be aware of the vulnerabilities unique to girls that can lead to substance abuse.

According to the latest research:

- \*\* For the last two years that research is available (2003-2004), more teenage girls than boys started using marijuana, alcohol and cigarettes.
- \*\* When girls use illicit drugs, marijuana is the most commonly used substance. In fact, girls use marijuana more than cocaine, heroin, Ecstasy, methamphetamine and all other illicit drugs combined.
- \*\*\* Adolescent girls are particularly susceptible to the physical and mental consequences of substance abuse, especially at a critical time in life, when their bodies and brains are still developing.
- \*\* Studies show that marijuana use may increase the risk of depression among girls. In fact, more than twice as many girls than boys reported having at least one major depressive episode in 2004.
- \*\* Girls may develop symptoms of nicotine addiction faster than boys.
- \*\* Adolescent girls who consume even moderate amounts of alcohol may experience disrupted growth and puberty.

The findings show that teenage girls use drugs and alcohol for different reasons than boys. Many girls experience a dramatic transition during early adolescence, marked by a decline in their self-esteem and self-confidence. Indeed, surveys show that young females tend to use alcohol or drugs to improve mood, increase confidence, reduce tension, cope with problems or lose inhibitions. Another often-cited reason among girls for their substance abuse is issues with weight loss, including misuse of diet pills.

Parents play a crucial role in keeping their daughters healthy and drug-free. In fact, teens who are regularly monitored by their parents are less likely to use drugs. It's imperative that parents set clear rules and expectations about no drugs and alcohol and have regular conversations with their teen about the dangers of drug use.

You can get this information to your community by visiting the "Girls and Drugs" section on TheAntiDrug.com to: ([http://www.theantidrug.com/drug\_info/girls-and-drugs-index.aspx
]http://www.theantidrug.com/drug\_info/girls-and-drugs-index.aspx)

- \* Learn more about this issue and what parents can do to raise healthy daughters.
- \* Send an "E-Card"-email your daughter a card letting her know you are thinking of her.
- \* Get the answers you need on girls and drugs from our "Ask the Expert" section.
- \* Get some fun ideas for spending time with your teen daughter.
- \* Sign up to our Parenting Tips e-newsletter.

A complete research report on "Girls and Drugs" will be available for downloading on <a href="http://www.mediacampaign.org/pdf/girls">http://www.mediacampaign.org/pdf/girls</a> and drugs.pdf <a href="http://www.mediacampaign.org/pdf/girls">http://www.mediacampaign.org/pdf/girls</a> and drugs.pdf



## **NMC - Not Mission Capable**

A scuffed tire...a flat strut.....doesn't sound like a big problem until one considers they both happened on Saturday Morning when close to twenty people were relying on those two aircraft for training of various types today.

N99700 had a scuffed right main tire discovered on pre-fight at AVL this morning.....the cord was easily visible, so Mission MELR 06-060 was closed early, leaving several MP, MO, and MS's without a needed sortie for their qualifications., plus training with the new Sony cameras.

N99885 had a flat strut at EQY this morning, depriving at least a half dozen UNCC AFROTC Cadets from their scheduled Orientation Flights.

These two postponements left us with a loss of about eight hours of valuable paid flying time in the short month of February. That's almost half the requirement for one aircraft, cancelled by two minor mantenance problems.

These aren't major ITEMS, but recent policy changes making it mandatory that this "minor" work be carried out only by a bonded A & P shop made them major PROBLEMS. The shop at AVL wanted a \$300.00 call-out fee for their A & P, plus a 60-dollar surcharge on shop time, making the tire change cost about \$390.00, even with the tire furnished by CAP. (You'd think we were flying G-V's)

It isn't always possible to do this, but I think prudence will demand that we pre-pre-preflight aircraft tasked to a relatively heavy flying schedule on a weekend when the shops are closed. The best solution I can suggest is that crew chiefs or their surrogates, upon being made aware of a heavy upcoming flying schedule, do a thorough pre-flight on the aircraft on the previous Thursday evening or Friday morning so that these little squawks don't turn into a tremendous waste of time for the individuals involved. In Asheville's case, this amounted to about a dozen people reporting for the mission, dedicating a day to the task, and being disappointed and frustrated by the grounding of the only Corporate Aircraft available. A private aircraft was available, but, there again, we run afoul of (derogatory adjective deleted) Air Force policy.

The only person who may have gotten some benefit out of this was Capt Joe Weinflash's wife, who, upon learning of the cancellation, demanded he take her to Atlanta for a shopping trip! There's never an ill wind...

But remember, with these restrictive policies in effect, we're going to have to exercise a little more diligence in the minor maintenance of our aircraft, detecting squawks with enough weekday lead-in time for rectification.

Jim Carr, CC, Gp I, NCWg

